CC240-1

Business and commercial Aviation

THE WEEKLY OF BUSINESS AVIATION

Vol. 41 No. 25 Dec. 16, 1985 Page 193

INSIDE

NBAA's Winant To Retire in '86.....Page 194
FAA Grounds SF-340.....Page 195
November Shipments and Billings.....Page 196
Business Aviation Briefs.....Page 198
Marketplace.....Page 200

DAVE COLLOGAN/EDITOR
KATHRYN BLEDSOE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

BUY-SELL RULES ON AIRPORT SLOTS EXPECTED OUT THIS WEEK

Federal Aviation Administration is expected to issue a rule this week outlining the procedures under which operating slots at high-density airports can be bought and sold. As drafted, the rule would not permit the sale of slots now reserved for general aviation operations. Air carriers with permanent slots on the day the rule is issued would keep those slots, which would account for about 90-95 percent of all slots at the high-density airports—Chicago O'Hare, Kennedy and La Guardia in New York and Washington National. Unlike earlier proposals, the new buy-sell rule is expected to apply to slots used by commuter carriers, as well as those used by the large carriers.

Federal officials would retain the option of withdrawing up to five percent of allocated slots from existing carriers for use by new entrant airlines who would participate in a lottery. In addition, air carrier and commuter slots not used at least 65 percent of the time over any two-month period would revert to FAA, which would allocate them through the lottery process. The new rule, which is scheduled to become effective April 1, is expected to be the subject of a public hearing early next year.

Exactly when, and whether, the buy-slot rule was to be issued has been the subject of intense political interest in recent days. Sen. Nancy Kassebaum (R-Kan.), chairman of the Senate aviation subcommittee, has indicated her displeasure with the buy-sell mechanism and had been attempting to keep FAA from issuing a rule.

IRS CHIEF SAYS NEW RULES PLACE LOWER VALUE ON AIRCRAFT USE

Internal Revenue Service Commissioner Roscoe Egger indicated that new rules regarding taxation of fringe benefits—including personal use of business aircraft—will be issued this week and Egger said the new proposals will place a lower value on non-commercial aircraft flights than the first IRS fringe benefit regulations.

Egger, addressing a group of accountants in Scottsdale, Ariz. last Thursday, said the new regulations will be issued in temporary and proposed form rather than final form. He said IRS expects to hold a public hearing on them next year. On the issue of non-commercial flight valuations, "the value of flights is generally much lower than in the January regulations," Egger said, adding that they "also provide considerable guidance about what constitutes a flight and how to value a trip that combines business with personal flight," (BA, May 6/137).

NEW ASCO PRESIDENT SUED BY FORMER EMPLOYER FOR $20 MILLION

James C. Leach, who began his duties as acting president of the Aircraft Owners and Pilots Association Service Corp. (ASCO) last Monday (Dec. 9), has been sued by his former employer, Avemco Corp., for allegedly "conducting secret dealings for personal gain with, and scheming to divert profitable business from. . .the Avemco Group and its shareholders." Leach had been chairman and president of National Aviation Underwriters, Inc., a wholly owned subsidiary of Avemco Corp. Suit, which was filed the same day Leach's appointment was announced, seeks at least $20 million in damages.

Avemco said it came to terms with AOPA in October for a "new agreement" which allowed

(Continued on the back of Page 194)

PUBLISHED BY THE BUSINESS PUBLICATIONS DIVISION OF MURDOCH MAGAZINES, A DIVISION OF NEWS GROUP PUBLICATIONS INC. COPYRIGHT @ 1985 NEWS GROUP PUBLICATIONS INC. ALL RIGHTS RESERVED. REPRODUCTION IS STRICTLY PROHIBITED. SUBSCRIPTIONS: ONE YEAR $230. SIX MONTHS $138.

BUSINESS/PERSONAL AIRCRAFT INDUSTRY – NOVEMBER UNIT SHIPMENTS

		Nov. 85	Cal. Year
AEROSPATIALE GENERAL AVIATION			
• Single-Engine			
TB9	Tampico	0	3
TB10	Tobago	5	22
TB20	Trinidad	6	48
TB21	Trinidad TC	3	4
R110		0	2
R180		0	1
R235		0	0
TOTAL		14	80
BEECH AIRCRAFT CORP.			
• Single-Engine			
BE-77	Skipper	0	0
BE-C23	Sundowner	0	1
BE-C24R	Sierra	0	0
BE-F33A	Bonanza	2	20
BE-A36	Bonanza	7	71
BE-V35B	Bonanza	0	0
BE-B36TC	Bonanza	2	15
• Multi-Engine			
BE-B55	Baron	0	0
BE-E55	Baron	0	1
BE-58	Baron	1	20
BE-58TC	Baron	0	1
BE-58P	Baron	0	12
BE-76	Duchess	0	5
BE-B60	Duke	0	0
BE-C99	Airliner	0	0
BE-C90-1	King Air	1	23
BE-F90-1	King Air	0	3
BE-B100	King Air	0	0
BE-200	Super King Air	2	25
BE-200C	Super King Air	0	3
BE-300	Super King Air	4	37
BE-200T	Super King Air	0	0
BE-1900C	Commuter	1	17
TOTAL		20	254
Manufacturers net billing – $18,021,714.50			
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream 31	3	26
HS-748		1	15
BAe 146-100		0	7
BAe 146-200		1	9
HS-125-800	Model A	1	16
HS-125-800	Model B	0	5
TOTAL		6	70
PILATUS BRITTEN-NORMAN LTD.			
• Multi-Engine			
BN-2	Islander	3	11
BN-2T	Islander	0	0
Mark III	Trislander	0	0
TOTAL		3	11
CANADAIR LIMITED			
• Multi-Engine			
CL-600	Challenger	0	0
CL-601	Challenger	0	6
TOTAL		0	6
CESSNA AIRCRAFT CO.			
• Single-Engine			
CE-152		0	90
CE-A152	Aerobat	13	19
CE-172	Skyhawk	1	167
CE-172	Cutlass	0	5
CE-172RG	Cutlass	0	11
CE-182	Skylane	4	84
CE-182	Turbo Skylane	1	1
CE-182RG	Skylane RG	0	14
CE-182RG	Turbo Skylane RG	0	12
CE-185	Skywagon	0	18
CE-U206	Stationair 6	0	42
CE-TU206	Turbo Stationair 6	1	26
CE-207	Stationair 8	0	0
CE-TU207	Turbo Stationair 8	0	0
CE-208	Caravan I	8	54
CE-210	Centurion	2	12
CE-T210	Turbo Centurion	0	49
CE-P210	Pressurized Centurion	4	26
CE-188	AgHusky	1	1
CE-188	AgTruck	0	0
• Multi-Engine			
CE-303	Crusader	0	15
CE-335		0	0
CE-340		0	4
CE-402		1	12
CE-404	Titan	0	0
CE-414	Chancellor	1	3
CE-421	Golden Eagle	1	2
CE-425	Conquest I	1	7
CE-441	Conquest II	1	12
CE-500	Citation I	0	6
CE-550S/II	Citation II	3	52
CE-650	Citation III	1	17
CESSNA/REIMS AVIATION			
• Single-Engine			
CE-F152		1	12
CE-F152	Aerobat	0	6
CE-F172	Skyhawk	0	2
CE-FR172	Hawk XP	0	0
CE-F182	Skylane	0	0
CE-F182RG	Skylane RG	0	0
TOTAL		45	781
Manufacturers net billing – $27,635,273			
AVIONS-MARCEL DASSAULT			
• Multi-Engine			
AD-My.10	Falcon	0	0
AD-My.20	Falcon	0	1
AD-My.200	Falcon	0	7
AD-My.50	Falcon	2	10
TOTAL		2	18
DEHAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-5		0	0
DHC-6		0	17
DHC-7		0	4
DHC-8		3	13
TOTAL		3	34
EMBRAER			
• Single-Engine			
EMB-200		0	0
EMB-201	Ipanema	4	27
EMB-710	Carioca (PA-28-235 Dakota)	4	6
EMB-711	Corisco (PA-28RT-201 Arrow)	2	18
EMB-712	Tupi (PA-28-181-Archer II)	1	7
EMB-720	Minuano (PA-32-310 Seratoga)	1	11
EMB-721	Sertanejo (PA-32R-301 Seratoga)	0	5
• Multi-Engine			
EMB-110	Bandeirante	0	7
EMB-120	Brasilia	1	4
EMB-121	Xingu	0	2
EMB-810D	Seneca II	4	36
EMB-820	Chieftain	0	1
TOTAL		17	124
FAIRCHILD AIRCRAFT CORP.			
• Multi-Engine			
Merlin III-C		1	3
Fairchild 30		0	0
Merlin IV-C		0	1
Metro III		1	13
Expediter		3	8
TOTAL		5	25
GATES-LEARJET			
• Multi-Engine			
LR-25D		0	3
LR-25G		1	4
LR-29		0	0
LR-35A		1	8
LR-36A		1	1
LR-55		1	7
TOTAL		4	23

		Nov. 85	Cal. Year
GULFSTREAM AEROSPACE			
• Multi-Engine			
GR-1159A	Gulfstream III	2	14
AE-840	Turbo Commander	0	1
AE-900	Commander 900	1	8
AE-980		0	0
AE-1000		2	29
TOTAL		5	52
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1124	Westwind 1	0	0
1124A	Westwind 2	0	7
	Astra	0	1
TOTAL		0	8
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		0	6
LA-250	Renegade	1	14
TOTAL		1	20
MAULE AIR INC.			
• Single-Engine			
M-5-180C		1	23
M-5-200		0	0
M-5-235C	Lunar Rocket	0	1
M-6-235		0	5
M-7-180		1	19
M-7-235	Super Rocket	3	14
MX-7-235		3	19
TOTAL		8	81
Manufacturers net billing – $416,541			
MITSUBISHI			
• Multi-Engine			
Solitaire		0	0
Marquise		1	5
Diamond		0	3
Diamond II		1	3
TOTAL		2	11

		Nov. 85	Cal Year
MOONEY AIRCRAFT CORP.			
• Single-Engine			
M-20J	201	7	47
M-20K	231	3	32
TOTAL		10	79
PIPER AIRCRAFT CORP.			
• Single-Engine			
PA-38-112	Tomahawk	0	0
PA-28-161	Warrior	8	92
PA-28-181	Archer II	6	84
PA-28-236	Dakota	0	19
PA-28RT-201T	Turbo Arrow IV	2	16
PA-32-301	Saratoga	2	30
PA-32R-301	Saratoga SP	2	14
PA-32R-301T	Turbo Saratoga SP	1	18
PA-46-310P	Malibu	10	95
• Multi-Engine			
PA-31-350	Chieftain	0	6
PA-31P-350	Mojave	0	12
PA-31-500	Cheyenne I	0	1
PA-31-500	Cheyenne IA	0	2
PA-42-720	Cheyenne III	0	1
PA-42-720	Cheyenne IIIA	1	6
PA-42-1000	Cheyenne 400LS	3	20
PA-34-220T	Seneca III	3	55
PA-44-180	Seminole	0	12
PA-44-180T	Turbo Seminole	0	5
PA-700P	Aerostar	0	7
PA-T1020		2	2
PA-T1040		0	1
TOTAL		40	498
Manufacturers net billing – $13,065,879			
SHORT BROTHERS LTD.			
• Multi-Engine			
SBJ-CS-7	Skyvan	0	0
SD-3-30		0	1
SD-3-60		1	16
TOTAL		1	17
	SINGLE-ENGINE	124	1,460
	MULTI-ENGINE	62	732
	GRAND-TOTAL	186	2,192

UNIT SHIPMENTS COMPARATIVE TREND: 19 MANUFACTURERS

	November			Calendar Year to Date		
	1985	1984	1983	1985	1984	1983
Aerospatiale	14	*	*	80	*	*
Beech	20	27	24	254	376	352
British Aerospace	6	5	2	70	54	48
Britten-Norman	3	1	1	11	10	13
Canadair	0	*	2	6	16	24
Cessna	45	76	53	781	880	1,141
Dassault	2	*	2	18	23	24
De Havilland	3	11	2	34	31	12
Embraer	17	9	9	124	97	79
Fairchild	5	2	2	25	22	31
Gates	4	4	2	23	23	26
Gulfstream	5	8	8	52	44	59
Israel	0	1	0	8	12	7
Lake	1	2	3	20	25	24
Maule Air Inc.	8	6	1	81	52	1
Mitsubishi	2	1	2	11	13	35
Mooney	10	17	18	79	136	133
Piper	40	56	67	498	578	576
Short	1	1	3	17	28	29
TOTAL	186	223	201	2,192	2,420	2,614

* Figures not available.